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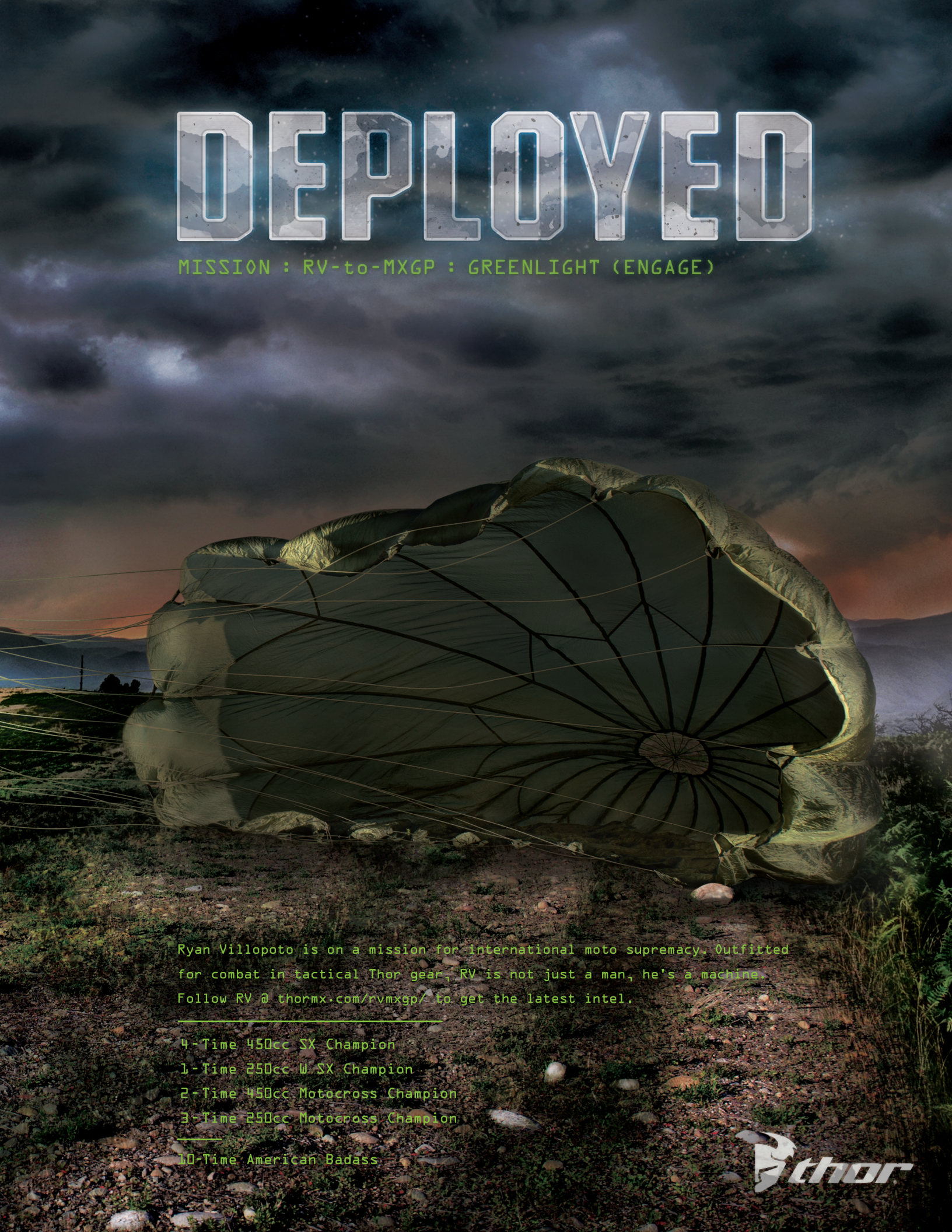
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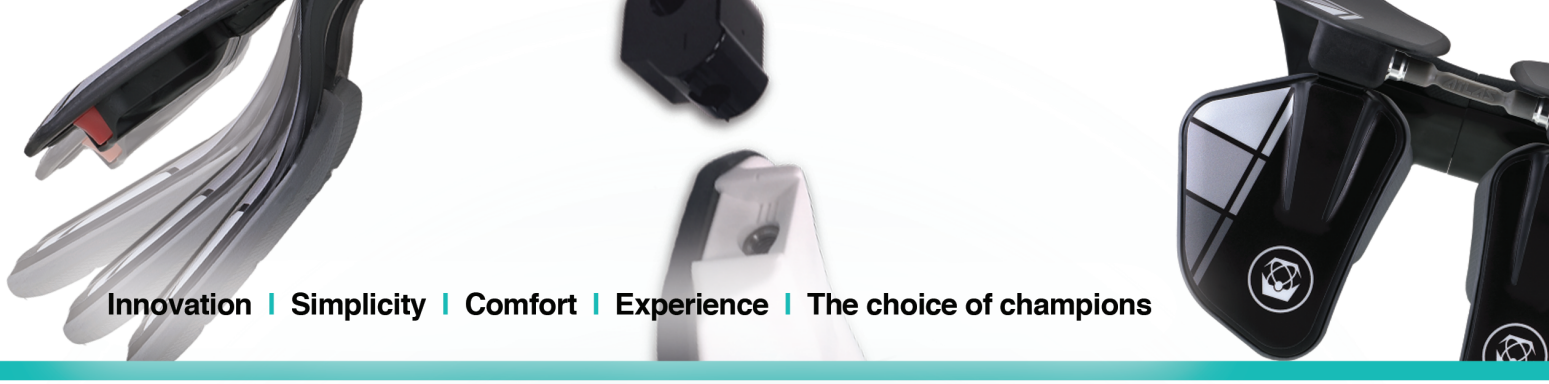

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FIM Motocross World Championship

MXGP

Story by Geoff Meyer images Ray Archer HRC and KTM

The 2015 FIM Motocross World Championship isn't just about the MXGP title that will be handed out some time in September, it is much more than that. The long simmering winter what has created so much enthusiasm from the American and European fans it is clear this is the most anticipated motocross championship possibly ever run. We decided to ask four former World champions their opinions on the move by Ryan Villopoto to race in the MXGP championship. Stefan Everts, J.M.Bayle, Brad Lackey and Danny Laporte give their views on the 2015 season.

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MXGP
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Everts: I think for Ryan, it is something that he is going somewhere and he doesn't really know what to expect. Every GP he goes to it will be a new experience. For stress and pressure I think he is in a better position than Tony. Tony has a lot of things to lose if he finally got beaten, then that would be I wouldn't say dramatic, but it's tougher for him to lose than for Ryan to lose. Ryan is coming into a new world, and we will see how easily Ryan will apply himself to the European life-style. This is where it stops for some American riders, the weather, the food, whatever, but I think Ryan will be ok with these changes. I don't think it will be a problem. What it will be is who is the fastest on the track, I think sometimes it will be Ryan and sometimes it will be Tony. The starts are going to be really important, we know Tony is a good starter and that is his advantage and Ryan can always start well, but a lot will be decided in the first few laps and the guy who takes the better start will probably win.

Everts: I think it's a good thing for Tony that

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GYUTAKA
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HONDA

Ryan is coming over. I think it gives him the extra boost to stay the best, and of course he wants to stay the champion, and with Ryan being around it will only increase Tony's motivation. A win for Tony will be pretty big for him and the sport over here. We should not forget the others, there are a bunch of other great riders and I expect some of these guys will be interfering in this fight.

Lackey: We are talking about decades of Europe evolving, I mean when I went there I was living in an Eastern-bloc country, nobody spoke English, there was food you have ever seen in your life, the only consistency was beer, not even the water was the same, but those days are long over. It's not going to be anything like that for Villopoto. There are McDonalds on every corner a petrol station on every corner, the only difference is Europe has a better culture and better food now. So it's not the same as when I went there, it's a different world and I went by myself, while he works for Monster Energy who sponsor the series over there, so he will be taken care of in every single situation. It won't be tough for him at all, I wish I could say it is going to be terrible and difficult, but it won't.

Lackey: If more leading American riders would move to Europe to race? It depends on how it is portrayed in the media in America. The GPs have been on the television over here, unfortunately not a lot of people watched it because we didn't really have a rider to follow, we didn't really know the majority of riders, but now, if it's on television again in 2015 a lot of people will be interested. It will bring a lot of interest to the sport and GPs and get a lot of stuff

going, and there is a chance if a rider can't get what he wants in America, he will go to Europe, now that has been happening anyway, but that might increase if Villopoto does well.

Laporte: I am excited, and for me it's also exciting that a top guy goes to Europe, he is pretty much at the top of his game and that is really neat. A lot of guys go to Europe for different reasons and it will be interesting to see how he does over there. In the last 10 years the level in Europe and the depth of field is strong in Europe, probably as good as it was 20 or 30 years ago. So then you take a guy (Villopoto) who is at the top of his game and he races in the GPs. I think it's perfect. I have a lot of admiration for him for doing that, to give up everything he has here to go and do that.

Laporte: I think this is going to be big. When I first went over there and we won the des Nations, it was great and everyone got into it, and the next year I won the title and I was on the cover of Cycle News, Motocross Action and it did help at that time. I mean it made a lot of press in America when I won my championship and now with Ryan being THE guy in US, going in the prime of his career I think it will be great. I think Youthstream need to market it right to suit the American public, it can't be too British or European for the American public, because American's might not get it. I think the beauty of each country in Europe needs to be shown and respected, because that is a big part of the GP scene. If it's marketed right, then it will be huge. They need to have passion and get excited, sometimes it's a little boring to listen to the GPs for the American public.

ENTHAL

Bayle: I like it for sure. I was the one who was not satisfied with my world championship and I went to America. In this time the America riders stayed in America and I am happy he is coming to Europe, it's very good for the sport and the world championship, but most importantly it's important for the riders, because whoever is world champion this year is going to be a big champion. It is difficult to know, we all know the capacity of Villopoto riding the bike. We all know he will be fast. We also know the racing in Europe is different to in America and I know it because I did the switch and it's a very different way of riding and organizing things and this might be difficult for him, but other than that we know Antonio is fast and we know he knows how to win championships and Gautier with HRC, I know what he is doing on the bike and I think we are going to see some interesting racing with these three.

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In 1924, the first known British off-road event known as the Scrambles was held at Camberley in Surrey. This would become the earliest known origin of freestyle motocross as we know it today.
Over the years, the event would evolve, largely through the efforts of riders from Europe who shortened the tracks while adding laps and various obstacles through the course such as jumps.
The sport's popularity would increase during the 1930s, particularly in Britain where events involving teams from various districts and companies would be held regularly.
Bikes used in those competitions at the time would be barely distinguishable from those used on the streets.
As the competition intensified and the terrain increased in difficulty, the technology used for the design of competition and special-event motorcycles would improve, particularly with the introduction of the swinging arm suspension during the early 1950s.
The international motorcycling governing body held the 500cc displacement formula European Championship in 1952 that was subsequently upgraded to World Championship status in 1957 followed by a 250cc equivalent in 1962 where two-stroke motorcycles began to make their mark in the industry.

Various companies throughout Europe from countries such as Sweden, Czechoslovakia and Britain thrived by creating models that became renowned for their lightness and maneuverability. The introduced improvements in motorcycles during the 1960s would relegate the older and heavier four-stroke machines to smaller, niche events.
In the late 1960s, companies from Japan would rival their European counterparts in the manufacture and production of high-quality motorcycles for motocross enthusiasts. In fact, in 1970, Suzuki would claim the first world championship for its motherland after being victorious in the 250cc event.

1975 would see the introduction of the 125cc world championship and the sport experienced significant growth due in no small part to the increase in popularity of motocross in the United States. While European riders would continue to excel in events held during the 1970s, the Americans would gradually improve before winning international competitions during the 1980s.
It was during the 1980s that rapid technological enhancements in motocross would take place thanks to the innovation of companies from Japan. These included the creation of water-cooled machines as well as the monoshock rear suspension device.

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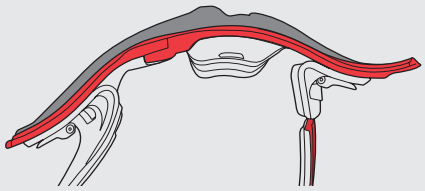

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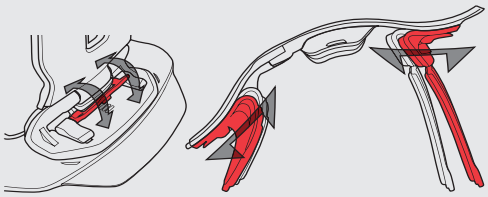

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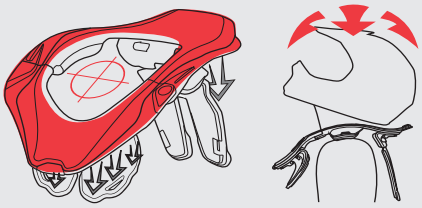

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Evgeny Bobryshev need to make some results in 2015 otherwise his career as a factory rider will be in danger. He's a great guy and has the speed, but he needs to get his confidence back. HRC image

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Ken De Dycker is in the same pool of sharks as Bobryshev and needs results in 2015. He started his GP career more than 10 years ago, so time is running out. KTM Image

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MOTOCROSS ILLUSTRATED

After his 2013 Motocross of Nations performance everyone is wating for the next show of brilliance from the Aussie Dean Ferris. He's young and no doubt with a little luck we will see that in 2015. Husky image

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Marvin Musquin burst into life at the opening round of the East Coast Supercross championship with a stunning victory. The former World MX champion looks good in 2015. KTM image

MOTOCROSS
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Shaun Simpson seems to be at his best in privateer teams. Lets hope the Scotsman can put together another performance in 2015 like he did in 2014.

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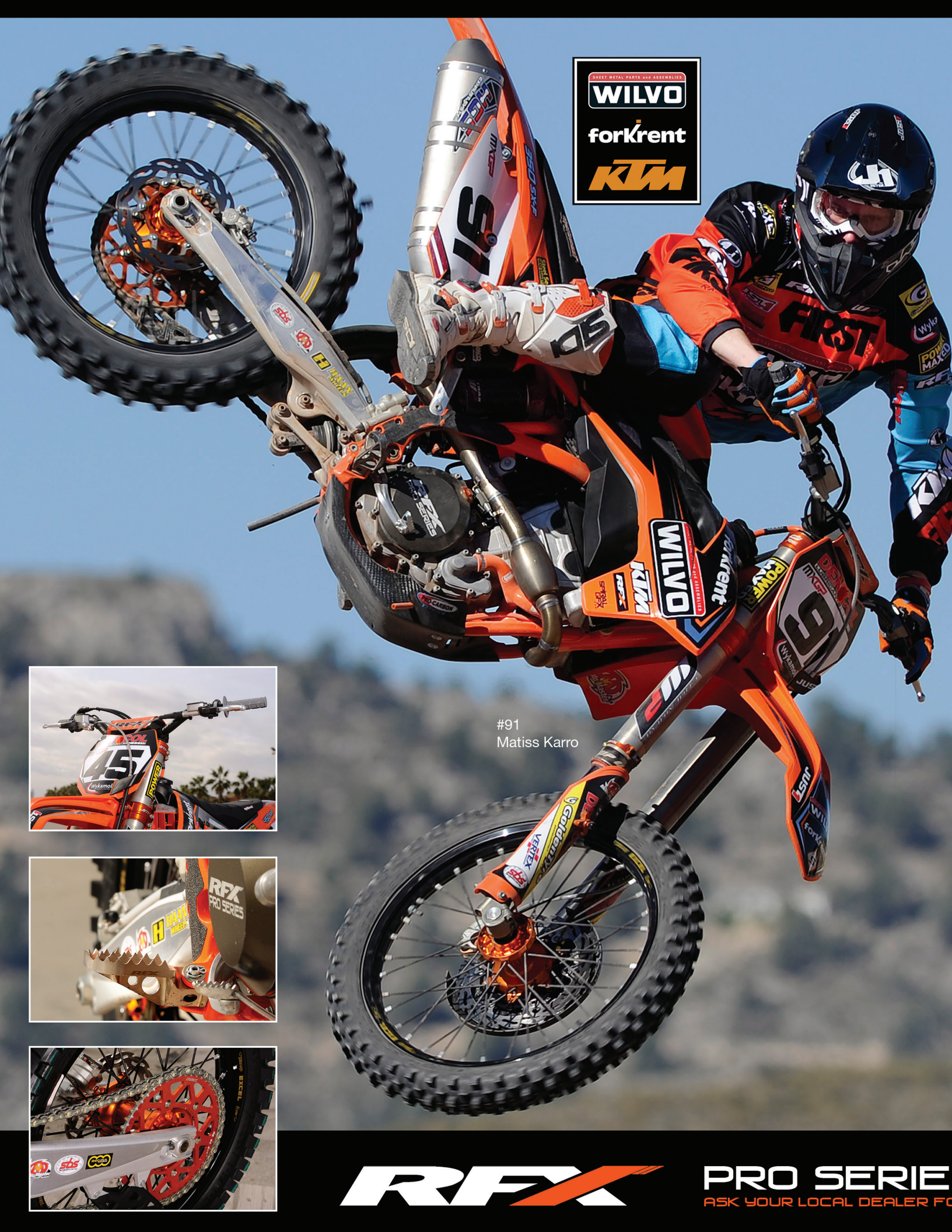
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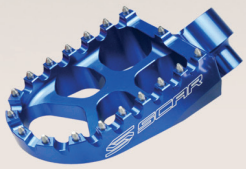

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BRAD LACKEY

Brad Lackey looks into the 2015 fight between his countryman Ryan Villopoto and Italian rider Antonio Cairoli. Looking through the eyes of the first American to ever win an FIM motocross world championship.

Lackey: I didn't expect Ryan (Villopoto) would move to race the GPs, you never expect one of the top guys to give up the money and glory in America to go to Europe. As an end of career thing, and from what I read he was either going to retire or do the GPs, I think that is a good thing, makes more sense. Why wouldn't you want to be AMA Supercross champ, AMA Motocross champ and FIM World Champ, put the icing on the cake I would think. That is what I would do it I had a shot with it.

Lackey: I am really happy to see him going over there and I think it's great for the GP's and I hope they both stay safe and we get the season we are all hoping for. Let's see is a world motocross championship is better than an AMA Supercross champion.

Lackey: You know I have only seen Cairoli race live once, and I have seen him race on television. There are guys coming through now making it tougher for him, but for a long time he was clearly the head of the pack and still he is the guy, you don't win 8 world championships unless you are the best. If I could get into his head and see if he wants to win more championships than Stefan Everts, then I would maybe pick him, if he doesn't care about that I won't pick him. If he is motivated, and his goal is 11 world championship and he know the tracks, he is European and has been there his whole life, plus he knows this is his chance to beat Villopoto, then he is going to be hard to beat. In saying that Villopoto only has to do it once, so that makes it easier and if I had to bet the house, and I am a betting guy, then it's a hard call. After Lommel I will tell you.

Lackey: We are talking about decades of Europe evolving, I mean when I went there I was living in an Eastern-block country, nobody spoke English, there was food you have ever seen in your life, the only consistency was beer, not even the water was the same, but those days are long over. It's not going to be anything like that for Villopoto. There are McDonalds on every corner a petrol station on every corner, the only difference is Europe has a better culture and better food now. So it's not the same as when I went there, it's a different world and I went by myself, while he works for Monster Energy who sponsor the series over there, so he will be taken care of in every single situation. It won't be tough for him at all, I wish I could say it is going to be terrible and difficult, but it won't.

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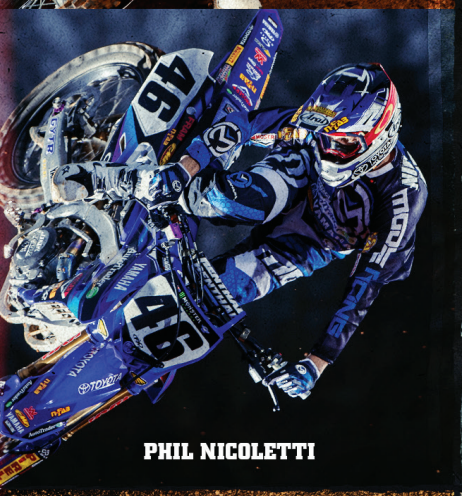

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2014 FIM MXGP WORLD CHAMPION

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HONDA

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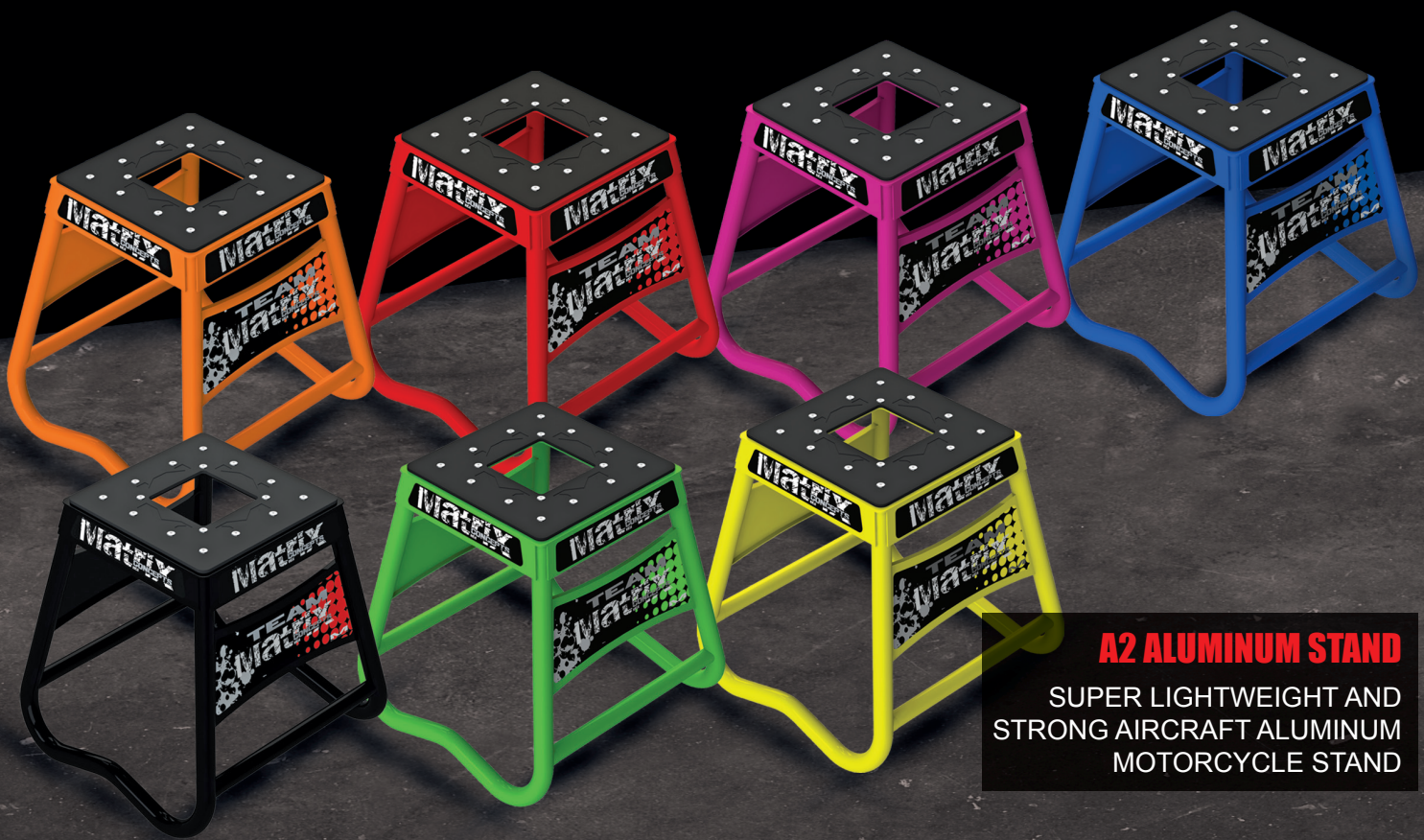

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350 SX-F

CAIROLI'S WEAPON

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The 350 SX-F continually causes a real sensation! In 2014, it succeeded in winning the MX1 World Championship in commanding style for the third time in succession and in dominating the MX of Nations. Toni Cairoli clearly has complete control of this class with his 350 SX-F and he loves this ingenious concept of low weight, playful handling and rev-oriented engine characteristics. A unique recipe for success, from which professionals benefit just as much as amateurs.

TECHNICAL DETAILS

ENGINE

Design Single-cylinder, 4-stroke, spark-ignition engine, liquid-cooled
Displacement 349.7 cm³
Bore 88 mm
Stroke 57.5 mm
Starting aid kickstarter / electric starter
Transmission 5-speed, claw shifted
Engine lubrication Forced oil lubrication with 2 Eaton pumps
Primary ratio 24:73
Secondary gear ratio 14:50
Cooling system Liquid cooling system, continuous circulation of cooling liquid with water pump
Clutch Wet multi-disc clutch CSS / Brembo hydraulics
Ignition system Contactless, controlled, fully electronic ignition system with digital ignition timing adjustment

CHASSIS

Frame Central tubular frame made from chrome molybdenum steel tubes
Forks WP Suspension Up Side Down 4860 MXMA CC
Shock absorber WP Suspension 5018 BAVP DCC
Suspension travel Front 300 mm
Suspension travel Rear 317 mm
Brake system Disc brakes, floating brake calipers
Brake discs - diameter front 260 mm
Brake discs - diameter rear 220 mm
Chain 520 X-ring
Steering head angle 63.5°
Wheel base 1,495±10 mm
Ground clearance (unloaded) 375 mm
Seat height (unloaded) 992 mm
Total fuel tank capacity approx. 7.5 l
Unleaded premium fuel (95 RON)
Weight without fuel approx. 104.5 kg

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